

| ROUTING                            |                  |              |                |
|------------------------------------|------------------|--------------|----------------|
| TO:                                | NAME AND ADDRESS | DATE         | INITIALS       |
| 1                                  | <i>Archives</i>  |              |                |
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| 4                                  |                  |              |                |
|                                    | ACTION           | DIRECT REPLY | PREPARE REPLY  |
|                                    | APPROVAL         | DISPATCH     | RECOMMENDATION |
|                                    | COMMENT          | FILE         | RETURN         |
|                                    | CONCURRENCE      | INFORMATION  | SIGNATURE      |
| REMARKS:                           |                  |              |                |
|                                    |                  |              |                |
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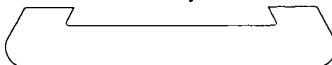
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Intelligence Sources and Methods Involved

**NATIONAL SECURITY INFORMATION**

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Attachment to Z-15245/82

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NPIC/IEG (6/82)

11 JUNE 1982

**SHORT TAKE-OFF RAMP UNDER CONSTRUCTION**  
**SAKI AIRFIELD, USSR**

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(S/D) **SIGNIFICANCE:** THE CONSTRUCTION OF A SHORT TAKE-OFF RAMP (SKI JUMP-TYPE) AT SAKI AIRFIELD INDICATES CONTINUED SOVIET INTEREST IN IMPROVING SHIPBOARD BASING OF VERTICAL TAKEOFF AND LANDING (VTOL) AIRCRAFT.

(S/D) **REMARKS:** THE SHORT TAKE-OFF RAMP WAS IDENTIFIED UNDER CONSTRUCTION AT SAKI AIRFIELD ON IMAGERY OF [REDACTED] THE RAMP IS 1 KM NORTHEAST OF SAKI EXPERIMENTAL CATAPULT FACILITY AT THE SITE OF A SIMULATED SHIPBOARD STRUCTURE PREVIOUSLY IDENTIFIED AS AN EXPERIMENTAL AIRCRAFT-ARRESTING GEAR FOR USE ON A CONVENTIONAL AIRCRAFT CARRIER. THE COMPLETED RAMP WILL BE [REDACTED] LONG AND [REDACTED] WIDE WITH AN END HEIGHT OF [REDACTED] METERS AND A SLOPE OF [REDACTED]

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(S/D) ON [REDACTED] OF THE FRAMEWORK FOR THE SIDE FRAMES OF THE RAMP WERE IN PLACE OVER DECK PLATES ON THE SIMULATED SHIPBOARD STRUCTURE. THE SHALLOW END OF THE RAMP HAD BEEN COVERED WITH STEEL PLATES. TWO [REDACTED] FRAMES WHICH SLOPE UP TO [REDACTED] WERE ALSO PRESENT AT THE SITE. A [REDACTED] HIGH AND [REDACTED] LONG RECTANGULAR FRAME WHICH IS PROBABLY THE END-SUPPORT FRAME WAS ALSO PRESENT. FRAMEWORK FOR THE RAMP WAS FIRST SEEN ON [REDACTED] AND WAS IDENTIFIED AS SUPPORTS FOR AN EXPERIMENTAL WEB-TYPE AIRCRAFT BARRIER.

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(S/D) **ANALYST'S COMMENTS --** EXTENSIVE TESTS IN THE UNITED STATES AND GREAT BRITAIN INDICATE SIGNIFICANT IMPROVEMENTS IN RANGE, PAYLOAD AND PILOT SAFETY FOR VTOL AIRCRAFT WHEN USING A RAMP RATHER THAN A VERTICAL TAKE-OFF. STRIKE CAPABILITY OF THE KIEV-CLASS AIRCRAFT CARRIERS COULD BE ENHANCED BY THE INSTALLATIONS OF SHORT TAKE-OFF RAMPS WHICH WOULD RESULT IN THE ABILITY TO LAUNCH FORGER AIRCRAFT AT HIGHER GROSS WEIGHTS WITH GREATER RANGE. [REDACTED]

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(S) [REDACTED], COORDINATES 45-05-35N 033-36-21E

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